

36 RESCUE SQUADRON



MISSION

LINEAGE

36 Air Rescue Squadron constituted, 17 Oct 1952
Activated, 14 Nov 1952
Discontinued and inactivated, 18 Sep 1960
Activated and organized, 18 Jun 1961
Redesignated 36 Air Recovery Squadron, 1 Jul 1965
Redesignated 36 Aerospace Rescue and Recovery Squadron, 8 Jan 1966
Inactivated, 30 Nov 1972
Redesignated 36 Rescue Flight, 1 Apr 1993
Activated, 1 May 1993
Redesignated 36 Rescue Squadron

STATIONS

Johnson AB, Japan, 14 Nov 1952
Tachikawa AB, Japan, 25 Jun-18 Sep 1960
Tachikawa AB, Japan, 18 Jun 1961
Yokota AB, Japan, 1 Dec 1969
Kadena AB, Japan, 11-30 Nov 1972
Fairchild AFB, WA, 1 May 1993

ASSIGNMENTS

3 Air Rescue Group, 14 Nov 1952

2 Air Rescue Group, 18 Jun 1957 (attached to Fifth Air Force for operational control)
Air Rescue Service, 24 Jun 1958-18 Sep 1960 (attached to Fifth Air Force for operational control)
Air Rescue (later, Aerospace Rescue and Recovery) Service, 18 Jun 1961 (attached to Fifth Air Force for operational control)
Pacific Aerospace Rescue and Recovery Center (later, 41st Aerospace Rescue and Recovery Wing), 1
Apr 1967-30 Nov 1972
92 Operations Group, 1 May 1993
336 Crew Training (later, 336 Training) Group, 1 Jul 1993

WEAPON SYSTEMS

SA-16, 1952-1960
H-19, 1952-1960
C-47, 1952-1956
SC-54, 1955-1960
SC-54 (later, HC-54), 1961-1966
SH-19 (later, HH-19), 1961-1964
HH-43, 1964-1965
HC-130, 1966-1972
UH-1, 1993

COMMANDERS

LTC John M. Lyons

HONORS

Service Streamers

Campaign Streamers

Korea
Korea, Summer-Fall 1952
Third Korean Winter
Korea, Summer 1953

Armed Forces Expeditionary Streamers

Decoration

Distinguished Unit Citation
Korea, 1 May-27 Jul 1953

Navy Meritorious Unit Commendation
Japan, 1 Jul 1967-26 Jul 1969

Air Force Outstanding Unit Awards

1 Jul 1958-1 Dec 1959

1 Aug 1961-31 Oct 1962

1 Jul 1964-30 Jun 1966

1 Jul 1966-31 May 1968

1 Jun 1969-31 May 1971

Republic of Korea Presidential Unit Citation

[14 Nov 1952]-31 Mar 1953

EMBLEM



36 Air Rescue Squadron



36th Air Rescue Squadron emblem approved, 14 Jan 1959



36th Rescue Flight emblem, 14 Feb 2001

MOTTO

NICKNAME

OPERATIONS

Combat rescue in Korean War, Nov 1952-Jul 1953. Search, rescue, and recovery missions in Japan and the waters around Japan, 1952-1960 and 1961-1972.

The 36 Air Rescue Squadron has a search area of about 1,700,000 square miles (mostly water) about half the size of the Continental U.S. The area is north to the Russian territory, Korea, the Yellow Sea and Sea of Japan, Japan itself and half the way to Guam, Wake and Okinawa.

The safety of modern flying keeps most of the 36th missions as "precautionary ones" wherein SC-54s go out and escort military and civilian planes which are lost or having engine trouble.

Beginning in May 1993, operated helicopters for survival training.

11/2/2010 - Airmen from the 36 Rescue Flight saved six people and a dog during two different operations in Northern Idaho Oct. 28. Unexpected snowfall, up to 3 feet in some places, stranded a father and daughter as well as a group of campers among the 7,000-foot peaks of the densely forested mountain ranges. The five-person crew took off in a UH-1N from Fairchild Air Force Base, Wash. at 6 a.m. to search for Matthew and Kia Gering, who'd been missing since Oct. 25. The pair was out celebrating the girl's 14th birthday with a hunting trip near St. Maries, Idaho.

While driving, they ran over a tree branch that had been buried in the snow, puncturing their tire. The pair barely had enough provisions to last the 72 hours they were stranded. An avid outdoorsman, Mr. Gering eventually had to hunt down food for the two of them. The two had set out to walk to another road to try and find help Oct. 28. The Fairchild AFB crew had been in the area only 20 minutes before they spotted the footprints in the snow and were able to rescue the Gerings. "We saw their tracks and had a really good feeling it was going to be them," said Tech. Sgt. Joseph Brownell, one of two medics aboard the helicopter. "I went down there and saw they were okay, they weren't hurt or anything. So we got them aboard and flew them out."

Once the helicopter landed, the friends and family members who had been waiting welcomed home the hunters. "We don't always get to see the reunion part of a rescue, so that made us all feel really good," said Capt. Mark Morales, the pilot. After refueling and on their way back to Fairchild AFB, another call came in about four campers outside of Lewiston, Idaho, about 60 miles south of the helicopter crew at the time. The crew diverted to search for the campers, who'd activated their emergency locator beacon after they'd been trapped by the snow.

A second helicopter was also sent to the area from a Fairchild training area. "We knew the crew would be cutting it close to the time when they needed to be back to base for crew rest, so we sent out the second helicopter as backup," said Maj. John Beurer, the 36th Rescue Flight commander. As it turns out, the second helicopter was a good idea. The crew was able to fit the four campers in the first helicopter, but didn't have room for their dog. "I could tell they were really upset about it, and we didn't want to leave their dog, we just had to worry about having room," Sergeant Brownell said. "So I stayed behind with him while they took the people back to Lewiston. When the second helicopter arrived on-scene, I was able to bring him up and we got everybody out." At the end of the day, the crew celebrated their success with the ceremonial changing of the number of rescues displayed at the entrance to their headquarters -- from 650 to 656 lives saved. "We're extremely proud of what our crews were able to accomplish today," Major Beurer said. "Their professionalism and dedication to the mission saved lives and reunited families today. What could be better than that?" In addition to Captain Morales and Sergeant Brownell, aboard the helicopter were 1st Lt. Lauren Robillard, the co-pilot; Staff Sgt. Joshua Abbey, the flight engineer; and Master Sgt. Joseph Noone, a medic.

A UH-1N helicopter assigned to Fairchild AFB, Wash., surpassed 17,000 total flying hours during a recent sortie, racking up the most flight hours of any UH-1 in the Air Force's inventory, according to the base's 36 Rescue Flight. "To know that we have the highest flight hours in the Air Force, and for the helicopter to still perform so well, is a testament to our maintainers at Fairchild," said Maj. Tyler Rennell, 36 RQF evaluator and the pilot of the UH-1N, serial number 69-6648, for the milestone sortie on Feb. 24. The 36 RQF supports survival, evasion, resistance, and escape training in Washington. 2015

Officials elevated the 36 Rescue Flight to squadron-status in a redesignation ceremony at Fairchild AFB, Wash., last Friday. "The flight has been performing at a squadron level for years," said Lt. Col. Jason Snyder, the commander of the newly christened 36 Rescue Squadron, during the Aug. 14 ceremony. "This is a great accomplishment for us, and well deserved," he added.

The unit's UH-1N Huey helicopters mainly support Fairchild's 336 Training Group, which conducts the Air Force's survival, evasion, resistance, and escape (SERE) training. "We also do other support, such as hoist training, parachute drop demonstrations, and even some missions that are not in support of the Survival School," added 36 RQS scheduling chief Capt. Faith Sanders-Walker. 2015

36th ARRSq

Det. 1 Misawa AB, Japan

Det. 2 Yokota AB, Japan

Det. 4 Osan AB, Korea

Det. 8 Yokota AB, Japan

USAF Unit Histories

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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.